

**CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE**  
**VALLEY METRO RAIL**  
**411 North Central, 2<sup>nd</sup> Floor Board Room**  
**Phoenix, Arizona**

**Meeting Minutes-Draft**  
**October 4, 2005**

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Valley Metro Rail Office, 411 North Central, 2<sup>nd</sup> Floor Board Room, Phoenix, Arizona on October 4, 2005 with Chairperson Roc Arnett presiding.

**Members Present:**

Roc Arnett, Chairperson  
Jim Lykins, Maricopa County District 2  
Nelson Ladd, Maricopa County District 3  
George Davis, Maricopa County District 4  
Jack Lunsford, Member at Large

**Members Absent:**

Terry Rainey, Maricopa County District 1

**Others Present:**

Bob Hazlett, MAG  
Kwi Kang, ADOT  
Jim Dickey, ADOT  
Dave Backer, HDR Consulting/Sky Harbor  
Rick Simonetta, Valley Metro Rail  
Michael Hendrickson, Citizen  
Eric Anderson, MAG  
Edward Johnson, Citizen  
William "Blue" Crowley, Citizen

Bill Hayden, ADOT  
Dan Lance, ADOT  
Sandra Quijada, ADOT  
Wulf Grote, Valley Metro Rail  
John Farry, Valley Metro Rail  
Brian Townsend, Senate  
Elizabeth Neville, ADOT  
D.D. Barker, Citizen

**1. Call To Order:**

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:00 p.m.

**2. Approval of the Minutes for July 26, 2005:**

Chairperson Arnett ask for a motion to approve the minutes of the July 26, 2005 meeting. Mr. Lykins moved to have the minutes approved, Mr. Davis seconded the motion and the minutes passed unanimously.

### 3. Staff Report:

**Bill Hayden, Special Assist. to the Regional Freeway System, ADOT**, reported the following information:

- Red Mountain Freeway, Power to University: advertised in September and construction is anticipated to begin in January 2006. After input from neighborhood meetings, it was decided, working into the night to meet the current schedule would negatively impact residents' quality of life; therefore, the recommendation was to extend the schedule. On September 28 the MAG Regional Council concurred with the recommendation to extend the completion schedule to August 2008.
- Red Mountain Freeway, University to Southern: The construction project advertised in August. One bid was received on September 30 from Pulice Construction Company for \$67 million. The Department's projected estimate was \$68 million. The project has not yet been awarded.
- The SuperRedTan interchange is in Phase II and is expected to be completed in late 2007.
- Santan Freeway: Completion of the \$47.7 million 2.7 mile section between Arizona Avenue and Gilbert Road is expected in December 2005. The remainder of the freeway is under construction and anticipated to be completed in late 2006.
- US 60: The State Transportation Board awarded a \$73.7 million project to FNF Construction for the section between Gilbert Road and Power Road. When completed, there will be five general lanes and HOV lanes from Val Vista to Power Road. Completion is anticipated in late 2007.
- South Mountain Corridor: All three western alignments, 55<sup>th</sup> Avenue, 71<sup>st</sup> Avenue, and 99<sup>th</sup> Avenue, have been slightly modified to avoid potential 4F and historic properties. We anticipate the announcement of a preferred alternative in early 2006.
- Loop 303, Happy Valley Road to I-17: The draft Design Concept Report has been submitted for review. The Draft Environmental Assessment is currently being finalized and should be completed within the next few weeks. ADOT will then schedule public meetings in November. Thirty percent design plans are underway.
- Loop 303, I-10 to US 60: Thirty percent design plans are underway.
- I-17 Black Canyon Freeway, Loop 101 to Carefree Highway: Thirty percent plans are underway and the project is scheduled to be advertised in FY 2007.
- I-17 Black Canyon Freeway, Jomax and Dixileta Road TI's: Thirty percent plans are underway. The project should be advertised in FY 2006.
- I-10 West, SR85 to SR101: Design Concept Report and Environmental Assessment are underway. Thirty percent plans will follow soon.
- I-10 West, Bullard Avenue TI: 30 percent plans were submitted in September.



- I-10 Reliever, SR85 to SR202: The scoping process is underway. Public meetings were held last week and the environmental study process has begun.
- I-10, SR51 to SR202: Design Concept Report and environmental document are underway. 60 percent plans for the Ray Road TI have been completed.
- Loop 101/(Agua Fria), Bethany Home Road TI - north half: 60 percent plans are underway.
- Loop 101/(Pima), 64<sup>th</sup> Street TI: 60 percent plans are underway.
- On September 21, ADOT held a risk analysis process workshop, addressing the financial picture of the freeway system and construction risk analysis. A panel of experts assisted in anticipating the types of revenue that can be expected and the financial health of the marketplace. Major components of the freeway system, including steel, oil products, cement, concrete, and aggregate, are experiencing significant cost increases. International markets are controlling to a considerable degree the amount of cement available worldwide. All of those costs accrued impact the overall construction costs for the program. Some suppliers and contractors at the workshop reinforced what was already expected to be the case. They anticipate for the balance of this year and at least the first half of next year that construction costs will continue to rise 20 to 25 percent. That has a dramatic impact on our ability to plan, schedule construction, and finance the freeway program. The question is whether this is a short-term market upturn, maybe compounded by the hurricanes in the Gulf region, or a new construction cost plateau will be established. Furthermore, could the potential rebuilding of New Orleans, which is primarily lumber oriented, cause a shortage in lumber throughout the country. It is recommended that a more definitive review and presentation on this subject be added to the next meetings agenda.

The following questions and comments were made:

- Mr. Davis agreed. He noted Shanghai alone is using one-tenth of the world's concrete.
- Chairperson Arnett directed Mr. Hayden to arrange for a presentation by experts in the field if not for the Boards next meeting than the following meeting.
- A Board member asked if they will get copies of Mr. Hayden's presentation. Mr. Hayden responded yes.
- Chairperson Arnett asked Mr. Eric Anderson if it is true that they have in excess of \$4 billion in the pipeline over the next five years. Mr. Anderson said they have \$2.6 billion on the highway side as well as street and transit projects totaling about \$1 billion and rail construction projects of \$1 billion.
- Chairperson Arnett suggested they have a major contractor make an in-depth report to the Board. Mr. Hayden pointed out contractors are also having trouble finding trade professionals to help deliver the program.



#### 4. Valley Metro Rail Update:

**Rick Simonetta, Chief Executive Officer, Valley Metro Rail**, commented for those interested VMR will be relocating their offices by the end of the year.

He then updated the Board on the status of construction, stating they are also experiencing the impacts of the previously mentioned construction cost increases. The 20-mile alignment is broken into line sections, the first running from 19<sup>th</sup> Avenue and Bethany Home Road, south and across Camelback to Central Avenue. The second section runs down Central to McDowell, section three runs through the downtown area, and section four runs from 26<sup>th</sup> Street out to the Tempe Town Lake Bridge. A maintenance and storage facility is located near the airport off 48<sup>th</sup> Street. The Tempe Town Lake Bridge is a separate project and Section 5 takes the system through Tempe into Mesa. A number of construction contractors are working on the project, including Sundt, Stacy Witbeck, Archer Western, Herzog, PCL Civil Constructors, and Mass Electric. The project also includes thirty-one artist contracts. Vehicle and materials contractors include Kinkisharyo, Mitsui, Progress Rail Corporation, CXT, Inc., VAE Nortrak, Econolite and Simmons. Line Section 1 has been bid, with Kelif Corporation being the apparent low bidder. The bid has been reviewed and staff is recommending it to the Valley Metro Rail Board of Directors this month. Fare collection bid opening is scheduled for December 2005 and the Park & Ride civil contracts will bid in May 2007. Miscellaneous construction will be bid on an as-needed basis. Because of the nature of the federal transit program, they had to essentially establish a project budget at 95 percent design, which was almost 18 months ago. They anticipated the budget would be impacted by inflation; therefore, a significant amount of contingency was built into the budget. To date, the budget has carried them through some tough times, with 96.3 percent of the \$89.7 million allocated contingency still remaining. However, only 9.2 percent of the \$75.8 million unallocated contingency remains. The Federal Transit Administration expects us to allocate unallocated contingency when the Board awards contracts that exceed their base budget. The Maintenance and Storage Facility, a \$54 million project, is underway with much of the track work has been laid. It is being designed for 40 rail cars and is expandable to 100 rail cars. The stations will also be expandable, allowing expansion to occur at a much lower cost. Utility relocations for Line Section 3 have begun on Central Avenue between Polk and Washington and the Renaissance II garage demolition is in progress. With regard to Line Section 4, colored sidewalks have been poured at Papago Park Center and archeological excavations continue. The Notice to Proceed for Line Section 5 was issued on July 18, an executive partnering session was held on July 8, a general partnering session was held on August 9, and a pre-construction meeting was held on August 16. Pier construction for the Town Lake Bridge is currently underway and steel truss fabrication began in Coolidge, Arizona. Construction has been initiated on eight Traction Power substations and about half of the entire rail has been delivered. A half-rail car mock-up has been completed and they are initiating fabrication of the first production vehicles. The mock-up will be on public display at the unveiling event on November 10, 2005 at Park Central, with tours offered on November 11, 12, and 19. The mock-up will also be on display at the



Mesa Merry Main Street Festival on December 2 and may be entered into the Phoenix/APS Electric Light Parade on December 3. It will also be on display at Tempe Beach Park on Saturdays from December 10 through January 14 and available for viewing at Reindeer Run on December 18, the New Year's Eve Block Party on December 31 and the Rock & Roll Marathon on January 15, 2006. It will then move to a semi-permanent home either at the Maintenance Storage Facility or Central Station on January 16.

The following questions and comments were made:

- Chairperson Arnett asked if they are in danger of not covering the full cost of the transit system. Mr. Simonetta said they have one major contract left to award that they know will be affected by current market conditions. Line Section 1 will consume \$7 million and require \$8 million in additional funding. We will essentially take allocated contingency from certain projects and assign it to Line Section 1. We have to manage the change order and claims contingency very closely, making sure we are communicating and partnering effectively with contractors. We will be reporting to the Valley Metro Rail Board on a monthly basis.
- Mr. Lunsford asked if the contractors have been able to find the staffing resources they need in Arizona. Mr. Simonetta said labor has been a challenge, particularly given the skill level required.
- Chairperson Arnett asked Mr. Simonetta to comment on the possibility of accidents occurring and what is being done to prevent them. Mr. Simonetta said they always try to connect safety and security and they have tried to capitalize on lessons learned elsewhere. Those lessons have guided their traffic engineering, traffic equipment, and operating procedure decisions. Tom Callow, Phoenix's full-time liaison for the project, clearly understands how the city's streets work. Education will be a key factor, but people will have time to get used to the alignment as it is constructed as well as during the 60-90 day test period when the vehicles will operate around the clock without carrying passengers. The rail right-of-way will have eight-inch curbs on both sides, so intersections will present the greatest dangers. There will be plenty of time between trains for traffic to operate and a signal system, including lights and, in some cases crossing arms, will be used to warn traffic when trains are approaching. Terrorist attacks are always a concern for open transit systems that handle masses of people. However, the system will be at grade making it much more visible than an underground system and cameras will monitor the station platforms as well as the interior and exterior of the trains. The images will be recorded on a continuous basis and a camera situated above the intercom button will change its orientation to record anyone who pushes the button to speak with the train operator. Rear view mirrors on the train will actually be cameras. Operators will be trained to be aware of odd or unusual people or



occurrences and inspect the cab of each train when they reach the end of the line. We are also working with the Phoenix Police Department who is in the process of creating a Transit Police Division that will utilize both sworn and non-sworn officers to patrol the trains and stations on an occasional basis. Fare Inspectors will ride the trains more frequently because light rail operates on a "proof of payment" fare system.

- Chairperson Arnett asked Mr. Simonetta to comment on marketing and performance measures they will employ. Mr. Simonetta said a major marketing effort will be made, which includes taking advantage of opportunities to market during construction and while the trains run during their non-revenue service. Marketing will highlight that the trains will provide significant opportunity, stimulate economic development, and provide mobility. The project has consistently met the standards of the Federal Transit Administration because of where it is planned to operate. Day one ridership is projected at 25,000 runs; although they expect to exceed that projection. Some of the recent lines that opened have been in excess of 40 to 50 percent above the projection. The FTA measured the project prior to building the system and, based on their technical forecasting and financial analysis, found that the system will be cost effective and have recommended to Congress that the project be fully funded. We now have to satisfy those requirements and the project will be monitored closely from a financial and technical construction standpoint. We will continue to be under tight scrutiny by the Federal Transit Administration once the system is operational to ensure we are meeting our numbers, satisfying the cost effectiveness and fare box recovery estimates, and achieving all the necessary goals. Valley Metro Rail will also impose their own performance measures in terms of accident rates, customer complaints and on-time performance. Proposition 400 also requires the system go through a formal audit starting in 2010 and every five years thereafter.
- Mr. Ladd pointed out the standards met to date have been hypothetical, asking what will happen if those standards are not, in fact, met once the system becomes operational.
- Chairperson Arnett suggested Mr. Simonetta return in six months to have a session on performance measures. He hopes the Board will be in a position to recommend criteria that should be included in the Federal Transit Administration's review.
- Mr. Lunsford cautioned the Board not to be so naïve as to think other forces may not come forward and suggest alternative standards or criteria.

## 5. ADOT's Public Transit Division Update:

**Jim Dickey, Director Public Transit Division**, explained the focus of the Public Transit Division is to administer federal transit programs, provide technical assistance and expertise to local transit agencies and decision makers, coordinate and fund transit and rail planning efforts, set and monitor LRT safety and policy, and insure a multi-modal



approach to the problems of mobility, congestion and air quality. The Rural Transit Program, Elderly and Disabled Transit Program, Transit Planning and LRT Safety and Policy fall under the Public Transportation Division. \$13.4 million in Division funds are administered as follows: FTA formula \$6.7 million, STP Flex \$6.5 million, Light Rail Transit \$250,000, and State \$42,000. LTAF II funds totaled \$5.3 million, but can change significantly from year to year. Over the course of the last decade public transportation funding at the state level has increased considerably, due predominantly to federal funds. The Rural Transportation Program focuses on providing funding, oversight and support for transit systems in rural communities and providing funding for operating, administration, capital, and training needs. More than a half-million rural passengers are transported per year on the 16 transit systems serving 13 communities and three Native American communities. The Elderly and Disabled Transit program supports private non-profit organizations, public agencies and Native American communities that provide transportation to elderly and disabled citizens. They also provide capital funding for vehicles and support equipment to 150 agencies. The program involves 300 vehicles statewide, serving 75 communities and represents the only transit service available in many rural communities. Every community has to bring a 20 percent local match to purchase the vans; however, many agencies have a difficult time raising that amount of money. Under the State Public Transportation Planning program, the 5303 program provides planning funds to MPO's and the 5313 program provides planning funding for rural programs and projects. Arizona Rides is the response to a 2004 Presidential Executive Order that is charged with looking at the capital resource and identifying ways in which they can coordinate services provided by the various social service agencies to be more effective in terms of service delivery. ADOT's major role in the metropolitan area is to provide State Safety Oversight for the light rail program and to identify a framework under which Valley Metro Rail puts together their safety and security program. ADOT then has ongoing responsibility to watch as the program matures and work with the light rail system to ensure the program is implemented and successful. We have asked a national consultant to come on board to help construct the program and address the various issues.

The following questions and comments were made:

- William "Blue" Crowley, citizen, noted a point of order, stating the record should show the public did not have the opportunity to comment on this or the previous agenda item. He said the Call to the Public portion of the meeting is intended to give the public an opportunity to comment on non-agenda items.
- Mr. Lunsford asked where LTAF funds fall in the diagram of lottery money. Mr. Dickey said Public Transportation money comes only behind General Fund money. For example, last year, the General Fund received \$31 million and public transportation received any funds above that up to \$49 million. Mr. Lunsford noted the legislature changed the threshold so it



keeps more of the money. Mr. Dickey agreed. Mr. Lunsford expressed his opinion they should also pay attention to specifically targeted funds that go to specifically targeted purposes. LTAF II is specifically targeted and fits within the plan. Mr. Dickey agreed. The legislation moved the threshold from \$31 million to \$37 million and maintained the artificial cap at \$49 million. The legislation was specific that it was just for the FY 2006 budget year, but they believe once it happens it will likely be revisited in future years. Mr. Lunsford noted he and Chairperson Arnett are both involved in organizations where the business community is getting more disturbed by fund sweeps.

#### **6. Status of City of Phoenix People Movers (Sky Harbor Airport):**

**Jane Morris, Planning Administrator of the City of Phoenix Aviation Department is unable to be here this afternoon, Dave Backer, HDR Consultants will give the presentation.**

**Mr. Barker** explained that the Automated People Movers (APM) have been used for 30 years at various airports throughout the country. The cars run on rubber wheels and are completely automated. The system moves people at a very high level of service and is projected to move as many people in 2015 as the entire light rail system. The airport considers the system a very valuable part of their future transportation needs because traffic will become even more congested as the airport expands. The system will start at the 44<sup>th</sup> Street and Washington light rail station where it will connect with the light rail system. All of the infrastructure for their system will be put into place as the light rail system is constructed, making construction and connection of their system quick and easy. Until the system is operational, a transit center will be constructed and a bus operation will connect the light rail station to the airport. From that station, the system will go over the SRP canal and under the Union Pacific Railroad. We will continue to use ADOT right-of-way at that point so we do not have to build another bridge under the Union Pacific railroad. Current plans call for the system to move into ADOT right-of-way paralleling SR153 and elevate over the east entrance roads. The first on-airport station will be located in the east economy parking lot. Passengers will then have a short walk to the APM station where they will continue elevated over the eastbound roadway system at which point the system will go underground to a station located in Terminal 4. From Terminal 4 the system will continue underground to a station in Terminal 3 and to the new west terminal area. The system will then cross under I-10 at Mohave Street using existing right-of-way, connecting to the new rental car facility being constructed. It will be one of the largest APM systems constructed in the world and the largest land sight system in the United States. The train supplier who designs and builds the system will also operate and maintain the system for at least five years and the money the contractor earns will be directly related to the amount of time the system is up and running. A Construction Manager at Risk will be part of the design team and, at this time, they foresee two major contracts and two Construction Managers at Risk. The system has been planned and is at various phases of design.



The airport asked us to stop the design process in March and find ways to lessen the construction cost of the facility and increase ridership. We have spent the last six months on that process and will probably spend the next six months on it as well. We are also waiting for an EIS for the phases from the east economy lot up to the light rail station and from Terminal 3 to the rental car facility.

The following questions and comments were made:

- Chairperson Arnett asked about the fuel source. Mr. Backer explained the system is powered by electricity.
- Chairperson Arnett asked if the billion dollar price tag will be cut in half. Mr. Backer said, while that would be ideal, they do not know if they can get it quite that low. They are already working on 30-plus percent.

## 7. Call to the Public:

**William "Blue" Crowley, citizen**, asked if they will upgrade the stops for lagging lefts. Some of the stops will need restrooms with clean water. Can we extend if more than 12 handicapped spots are needed. With regard to Item 5, he referenced a document entitled "Annual Transit Report", stating it says funding has been increased for passenger facilities by 469 percent. He said rather than spending the money on bus stops, it went to put shade canopies over 556 parking spaces. He noted there are currently 7,000 bus stops, of which only 1,874 have shade. He pointed out 32 people died this summer from exposure. Additionally, the 79<sup>th</sup> Avenue Park and Ride is supposed to include additional parking canopies to cover all parking spaces. The 7<sup>th</sup> Street Limited has stops every mile, however, most people are not willing to walk more than one-quarter mile to get to their destination. None of the vanpool vans are accessible. A document from MAG shows exactly what Mr. Dickey was saying on the transportation equation. He said he saw Mr. Dickey driving a single-occupant vehicle to meetings, despite orders from the Governor to make no wasted trips. Mr. Hayden was able to carpool to the meeting and use the Dash. With regard to air quality, Mr. Crowley said they need to get the top three employers, the State of Arizona, the City of Phoenix and Maricopa County, to implement or enforce trip reduction programs. He said the need to follow Florida's lead and install bicycle lanes whenever they do maintenance or upgrade facilities. He pointed out ADOT gets its concrete from the Verde Valley, not China.

**Diane "D.D." Barker, citizen**, agreed with many of Mr. Crowley's comments, stating he is asking that all modes of transportation be considered from the beginning when they look at Proposition 400. The presentations on the light rail system and people mover were very interesting. The Central trains will need to be faster than the current bus system. The valley needs to build a system that will be competitive with the present way of life. Put fast trains on the freeways and elevate them. That would alleviate the need for light rail and the people mover and make the system safe.



Mr. Crowley noted another point of order, stating a year-and-a-half ago Chairperson Arnett instructed staff not to discuss the legislation because it would be brought before the Committee at a later date. He asked when that will happen.

Chairperson Arnett thanked Mr. Crowley for his comment, noting some of it was discussed this evening.

**8. Next Scheduled Meeting:**

Date: Tuesday, December 13, 2005, 4:00 p.m.  
Location: Regional Public Transit Authority Office  
302 North 1<sup>st</sup> Avenue  
Phoenix, Arizona

**9. CTOC Member Reports:**

**George Davis** expressed his appreciation for the opportunity to serve on the committee. He said Phoenix is now the fifth largest city in the United States and with the devastation in the Gulf states it is almost certain that thousands more people will move to Arizona and, more specifically, the valley. This will put a tremendous burden on the roads and transportation system. With inflation, interest rates and bonding low, it is imperative that the Citizens Transportation Oversight Committee advise the county of the absolute necessity of acquiring rights-of-way and planning now for a course of action to have roads in the less developed areas of Maricopa County. He proposed CTOC write a letter of concern to the proper county authorities expressing its views and anxiety, asking that they investigate the feasibility of acquiring rights-of-way in more rural and less developed areas of the county.

Chairperson Arnett thanked Mr. Davis for his comments, noting there have been some discussions in that vein with the county. Costs involved with such action, in relation to already established priorities, have to be considered. He suggested they have Mr. Anderson address the committee before the committee writes a letter.

Mr. Lunsford noted any proposal submitted has to be in the context of the Regional Transportation Plan.

**10. Closing comments and Adjournment:**

Meeting adjourned at 6:10 p.m.